

# REPORT of SURVEY for REPAIRS, &c.

No. *22044* Survey held at *London* Date, first Survey *3 Sept.* Last Survey *26 Sept. 1878.*  
 Reg. Book. *275* on the *S. S. Widgeon* Master *G. A. Ray*  
 Tonnage under Tonnage Deck *601* Built at *Newcastle* When built *1876* .3  
 Ditto of Spar Deck, or Arming Deck  
 Ditto of Poop  
 Ditto of Raised Qr. Dk.  
 Ditto of Houses on Deck  
 Ditto of Forecastle  
 Gross Tonnage *780* Owners *Gen. Steam Nav. Co.* Port belonging to *London*  
 Crew Space, as per Rule  
 Register Tonnage, cut on Beam  
 Engine Room  
 Reg. Tons as St' mer, cut on Bm. *503* Residence *London*  
 By whom built *Mitchell* Destined Voyage  
 If Surveyed Afloat or in Dry Dock *Deptford Green Dry Dock.*

Length of Poop *ft.* Ditto, Forecastle *ft.* Ditto, Raised Quarter Deck *ft.* Years assigned. Character in Register Book.  
 Last Survey, No. *21603* Port *Iron* Classed *100A.1.*  
*7.78.*

REPAIRS, OR EXAMINATION AS PER RULE *Damage by collision.*  
*On the port side between the poop and midship deck house, the following repairs were done:-*  
*One sheerstrake plate, the doubling plate to ditto, and four shell plates between the bilge and sheerstrake renewed. Four shell plates set fair or repaired. Two frames renewed from the keel to the gunwale, and two frames scuppled below the turn of the bilge. The four corresponding reverse frames scuppled below the bilge. One upper deck stringer plate with 25 feet of stringer angle iron renewed. Two lower deck stringer plates with the continuous angle iron in way of ditto renewed. Three lower deck half beams with the fore and aft coaling renewed. At the bilge stringer about 60 feet of the angle iron and 20 feet of bulk plate have been renewed. The upper deck flat also renewed on the port*

Present Condition of the		p.t.o.	
Decks	<i>good</i>	Tree nails	<i>good</i>
Waterways	<i>do.</i>	Breasthooks and Stems	<i>do.</i>
Comings	<i>do.</i>	Transoms, Pointers and Crutches	<i>do.</i>
Upper Deck Beams & Fastenings	<i>do.</i>	Timbers of the Frame at the openings	<i>do.</i>
Lower Deck Beams & Fastenings	<i>do.</i>	Ditto Ditto at other places	<i>do.</i>
Planksheers	<i>do.</i>	Keelsons	<i>do.</i>
Sheerstrakes	<i>do.</i>	Clamps and Shelves	<i>do.</i>
Topsides	<i>do.</i>	Ceiling	<i>do.</i>
Wales	<i>do.</i>	Rudder	<i>do.</i>
Plank (Bottom) and Counter	<i>do.</i>	Copper Paint When put on	<i>now</i>
Engine Room Skylights	<i>good</i>	Caulking of	
General Observations, Opinion as to Class, &c.		Bottom, Deck, & Waterways	<i>good.</i>
		Windlass and Capstan	<i>good</i>
		Pumps	<i>do.</i>
		Boats	<i>do.</i>
		Masts, Yards, &c.	<i>do.</i>
		Condition, how ascertained	<i>from deck</i>
		Sails	<i>good.</i>
		Anchors No. of	<i>3 B, 1 S, 2 K.</i>
		Cables	<i>complete &amp; good.</i>
		Hawsers and Warps	<i>do.</i>
		Standing & Running Rigging	<i>do.</i>
		Cargo and Main Hatchways	<i>good</i>
		Hatches	<i>good</i>

*This vessel being now in good condition we are of opinion that she is eligible to remain as classed.*

The Amount of Entry Fee ... .. £ *2* : - : received by me, *J. H.*  
 Special ... .. £ *3* : 3 : - *6 Nov 1878*  
 Certificate (if required) ... .. £ : :  
 (Travelling Expenses, if any, £ )

Committee's Minute *1st October, 1878.*

Character assigned *100A.1*

Surveyor to Lloyd's Register of British and Foreign Shipping.



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side in way of the damage. The bulwork stanchions, shutters, rails, moulding &c. renewed in way of the damage.

The starboard side of the shaft tunnel also renewed for about two-thirds of its entire length. The external keelsons at the bilges renewed where required. The after part of the rudder repaired with a shoe piece.

G. Stanbury